

missile destroyer—collided with a Filipino merchant ship off the coast of Honshu, Japan. The USS *Fitzgerald* sustained significant damage, including the rapid flooding of three compartment areas, and seven sailors lost their lives. These young Americans were on board because they chose to serve their country, and they are heroes whose names will be added to the list of those who will be forever honored by our country.

Questions remain about the collision, and I am hopeful that they will be answered soon. Administrative and safety investigations into this tragedy are already underway, but we cannot change the horrific turn of events that occurred at 2 a.m. off the coast of Japan.

Our hearts go out to the loved ones who are dealing with the grief this accident has caused. We wish a quick recovery for those who were injured, and our gratitude goes to the many sailors who acted swiftly and resolutely to save lives and prevent further damage aboard.

Does the distinguished majority leader wish me to yield for some business?

Mr. MCCONNELL. If the Senator would yield so that I may do wrapup here.

Mr. WICKER. I would be delighted.

Mr. President, I yield to the distinguished majority leader.

Mr. MCCONNELL. I thank the Senator.

MORNING BUSINESS

TRIBUTE TO JOAN B. CLAYBROOK

Mr. DURBIN. Mr. President, I want to take a few moments to acknowledge my friend, Joan Claybrook. Joan is a legend. She is one of the most effective champions this Nation has ever seen—and she is still leading the charge. Last week, Joan celebrated her 80th birthday, and one thing is clear, Joan Claybrook isn't slowing down.

Like so many bright young people in Washington, Joan began her career right here in the U.S. Congress, working for Senator Walter Mondale and Representative James Mackay as a congressional fellow. In the summer of 1966, the Senate unanimously passed the National Traffic and Motor Vehicle Safety Act, the first major legislation to improve auto safety in this country. This effort was led by consumer advocate, Ralph Nader, and working right by his side was Joan Claybrook. It led to important safety standards we take for granted today: seatbelts, windshield wipers, outside mirrors, and dashboards. This landmark legislation also launched Joan's impressive career as a consumer advocate.

During the Carter administration, Joan served as the head of the National Highway Traffic Safety Administration, where she led efforts to improve vehicle safety and increased consumer access to safety information. Prior to her time with the National Highway

Traffic Safety Administration, she ran Congress Watch, worked for the Public Interest Research Group, National Traffic Safety Bureau, Social Security Administration, and the U.S. Department of Health, Education, and Welfare.

In 2009, Joan retired as president of Public Citizen, after nearly three decades of service championing consumer interests and campaigning on issues from campaign finance reform, to truck safety, and business regulation. Among her many accolades at Public Citizen, Joan was able to limit the number of triple- and longer double-trailer trucks on the road, and she helped to ensure that health, safety, and environmental agencies were able to continue its important work protecting the American people, but her proudest, and perhaps most impactful, achievement was winning a 20-year battle with the auto industry to install airbags in cars. Because of Joan's work, countless lives have been saved. I want to thank her for these contributions that improved the health and safety for so many across the country.

Joan Claybrook has been honored by numerous organizations, including the Philip Hart Distinguished Consumer Service Award from the Consumer Federation of America, an Excellence in Public Service Award from the Georgetown University Law Center, and an award for Superior Achievement from the National Traffic Safety Bureau—just to name a few. In her precious spare time, Joan serves on the board of Citizens for Tax Justice and Public Justice. She also cochairs the Advocates for Highway and Auto Safety and Citizens for Reliable and Safe Highways.

It is not simply Joan Claybrook's extraordinary resume that earned her such great respect; it was her approach to the job. Joan brought humility, integrity, and fairness to every challenge she faced. Her energy, passion, and optimism are infectious, and her continued drive to ensure all Americans have the chance to lead safe and equitable lives make her an inspiration. Joan may have retired, but her commitment to those values has never wavered. She is a force of nature.

I will close with this. I strongly believe in the role of public service to create change and make a difference. Joan Claybrook's years of service reflect these values and prove that, with the right approach, change is possible. I am lucky to count Joan as a friend. It is with great pride that I ask my colleagues to join me in celebrating Joan Claybrook's 80th birthday and congratulate her on an outstanding career. I hope Joan enjoys this special day, and I wish her many more wonderful years.

50TH ANNIVERSARY OF THE VERMONT LEAGUE OF CITIES AND TOWNS

Mr. LEAHY. Mr. President, in Vermont, we believe in forging resil-

ient communities through strong local governments and in fostering well-informed leaders to understand and respond to the many complex issues facing us today. The Vermont League of Cities and Towns, VLCT, embodies these principles and more, and I am delighted to contribute in honoring the league and its members on its 50th anniversary.

Established in 1967, the VLCT was created to help improve local governance. Local officials needed a way to help towns best serve their constituents and to connect members of their communities with their local governments. In response, a handful of municipalities formed the organization that provided these services. Beginning with VLCT's first executive director and continuing through today, this organization has consistently worked to represent the values of all Vermonters. For the first time in 1995, every city and town in Vermont had joined as members of VLCT, demonstrating how valuable this institution is for all of our communities regardless of their size.

For many years, I too have worked alongside VLCT to improve the lives of Vermonters. Whether through their efforts supporting the State's recovery from Tropical Storm Irene or improving the water quality of Vermont's rivers and streams, their dedication to Vermont's way of life and quality of life makes us all better. They provide direction and advice and support our municipalities in their timely and important but often underfunded responsibilities.

As a nonprofit, nonpartisan organization, VLCT will always be there to support us, to support Vermont communities. Our great State is made better by the involvement of organizations like the VLCT, and I wish them continued success over the next 50 years in bettering the lives of all Vermonters.

CBO COST ESTIMATE—S. 512

Mr. BARRASSO. Mr. President, in compliance with paragraph 11(a) of rule XXVI of the Standing Rules of the Senate, the Committee on Environment and Public Works has obtained from the Congressional Budget Office an estimate of the costs of S. 512, the Nuclear Energy Innovation and Modernization Act, as reported from the committee on May 25, 2017.

Mr. President, I ask unanimous consent that the cost estimate be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

S. 512—NUCLEAR ENERGY INNOVATION AND MODERNIZATION ACT

As reported by the Senate Committee on Environment and Public Works on May 25, 2017

SUMMARY

S. 512 would direct the Nuclear Regulatory Commission (NRC)—which licenses and regulates the use of radioactive materials at civilian facilities such as nuclear reactors—to

undertake certain activities related to establishing a regulatory framework for licensing nuclear reactors that use advanced technologies for either commercial or research-related purposes. The bill also would modify the NRC’s underlying authority to charge fees to entities that the agency regulates and would authorize the Department of Energy (DOE) to provide grants to developers of advanced nuclear technologies to help pay for the costs of developing and licensing such technologies. Finally, S. 512 would amend ex-

isting law regarding the disposition of excess uranium materials managed by DOE. CBO estimates that implementing S. 512 would cost \$386 million over the 2018–2022 period, assuming appropriation of the necessary amounts. Pay-as-you-go procedures apply because enacting the bill would affect direct spending; however, CBO estimates that any such effects would be insignificant. Enacting S. 512 would not affect revenues. CBO estimates that enacting S. 512 would not increase net direct spending or on-budget

deficits in any of the four consecutive 10-year periods beginning in 2028. S. 512 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments. ESTIMATED COST TO THE FEDERAL GOVERNMENT The estimated budgetary effect of S. 512 is shown in the following table. The costs of this legislation fall within budget function 270 (energy).

	By fiscal year, in millions of dollars—						
	2017	2018	2019	2020	2021	2022	2017–2022
INCREASES IN SPENDING SUBJECT TO APPROPRIATION*							
Advanced Nuclear Energy Licensing Cost-Share Grants:							
Estimated Authorization Level	0	87	88	90	92	93	450
Estimated Outlays	0	26	53	80	90	91	340
Accelerated NRC Activities:							
Estimated Authorization Level	0	10	10	10	10	10	50
Estimated Outlays	0	7	9	10	10	10	46
Total Changes:							
Estimated Authorization Level	0	97	98	100	102	103	500
Estimated Outlays	0	33	62	90	100	101	386

Note: NRC = Nuclear Regulatory Commission.
* CBO estimates that enacting the bill would have no significant effect on direct spending.

BASIS OF ESTIMATE

For this estimate, CBO assumes that S. 512 will be enacted near the start of fiscal year 2018 and that amounts estimated to be necessary will be provided at the start of each year. Estimated outlays are based on historical spending patterns for affected activities. Advanced Nuclear Energy Licensing Cost-Share Grants

S. 512 would authorize DOE to provide grants to developers of advanced nuclear technologies to accelerate the development, licensing, and commercial deployment of those technologies. Such grants would be available for a range of costs related to those efforts, including fees charged by the NRC for licensing-related activities. Based on an analysis of information from DOE, CBO estimates that spending for such assistance under S. 512 would require appropriations totaling \$450 million over the 2018–2022 period. That estimate is in line with the total amount of funding provided by the Congress for a six-year effort, now largely completed, to support the development, certification, and licensing of small modular reactors (a type of advanced nuclear technology). Assuming appropriation of those amounts, CBO estimates that outlays would total \$340 million over the 2018–2022 period and \$110 million after 2022.

Accelerated NRC Activities

Funding for the NRC—which totals approximately \$1 billion in 2017—is provided in annual appropriation acts. Under current law, the agency is required to recover most of its funding through fees charged to licensees and applicants; CBO estimates that such fees, which are classified as discretionary offsetting collections, will total nearly \$900 million this year.

S. 512 would require the NRC to establish a regulatory framework for licensing advanced nuclear reactors, defined in the bill as reactors that involve significant technological improvements relative to those currently being constructed. The bill specifies that any funding provided to the NRC for activities related to developing that framework would be excluded from the portion of the agency’s budget that is offset by fees the NRC collects. Based on an analysis of information from the NRC about the anticipated costs of establishing the proposed licensing regime within the timeframe specified by the bill, CBO estimates that implementing S. 512 would cost \$46 million over the 2018–2022 period, mostly for salaries and expenses for

technical experts required to develop the necessary analyses and regulations. In addition, starting in 2020, the bill would modify the existing formula used to determine the amount of NRC fees. CBO expects that the proposed modifications to the formula used to set regulatory fees charged by the NRC could change the amount of such fees collected in future years. Under both current law and S. 512, the amount of such fees would depend on the level of funding provided for a range of specific NRC activities. Because CBO has no basis for predicting how much funding will be provided for such activities in future years, CBO cannot determine whether the resulting fees would be higher or lower under S. 512 than under current law.

PAY-AS-YOU-GO CONSIDERATIONS

S. 512 would amend existing law regarding the disposition of uranium materials managed by DOE. Under the bill, DOE would be required to develop plans for marketing those materials and to comply with annual limits on the volume of uranium materials placed into commercial markets. Specifically, the bill would cap sales and transfers at 2,100 metric tons per year through 2025 and at 2,700 metric tons starting in 2026. The bill also would expressly authorize DOE to market materials derived from depleted uranium, which is one of the by-products of the uranium enrichment process.

According to DOE, uranium sales and transfers averaged about 2,450 metric tons a year over the 2012–2015 period, but fell to 2,100 metric tons in 2016. Using information from studies done for the department on uranium markets, CBO estimates that the quantity of uranium that will be disposed over the 2018–2027 period under current law probably will remain below 2,100 metric tons a year. Thus, CBO estimates that the caps on sales and transfers of uranium materials in S. 512 would have no significant effect on offsetting receipts from those activities over the 2018–2027 period. (Under current law, CBO estimates that the sales of those materials will total about \$800 million over the 2018–2027 period; however, CBO expects that only a portion of that value, or \$80 million, will be deposited in the Treasury as offsetting receipts because of uncertainty surrounding DOE’s budgetary treatment of these transactions.)

INCREASE IN LONG-TERM DIRECT SPENDING AND DEFICITS

CBO estimates that enacting S. 512 would not increase net direct spending or on-budget

deficits in any of the four consecutive 10-year periods beginning in 2028.

INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT

S. 512 contains no intergovernmental or private-sector mandates as defined in UMRA and would impose no costs on state, local, or tribal governments.

PREVIOUS CBO ESTIMATE

On June 12, 2017, CBO transmitted a cost estimate for S. 97, the Nuclear Energy Innovation Capabilities Act of 2017, as ordered reported by the Senate Committee on Energy and Natural Resources on March 30, 2017. Both bills contain provisions that would authorize DOE to provide cost-share grants to support the expedited development, licensing, and commercial deployment of advanced nuclear technologies. Because those provisions are substantively the same and the estimated costs of implementing those provisions are the same in both bills. The estimated increase in spending subject to appropriation under S. 512 is greater than under S. 97 because the estimate for S. 512 includes additional costs for the NRC to meet new requirements specified by that bill.

ESTIMATE PREPARED BY:

Federal Costs: Megan Carroll and Kathleen Gramp; Impact on State, Local, and Tribal Governments: Jon Sperl; Impact on the Private Sector: Amy Petz.

ESTIMATE APPROVED BY:

H. Samuel Papenfuss, Deputy Assistant Director for Budget Analysis.

NOMINATION OBJECTION

Mr. GRASSLEY. Mr. President, I intend to object to any unanimous consent request at the present time relating to the nomination of Steven A. Engel, of the District of Columbia, to be the Assistant Attorney General for the U.S. Department of Justice Office of Legal Counsel until Mr. Engel responds to questions I posed to him in a June 12, 2017, letter concerning a May 1, 2017, opinion by the Office of Legal Counsel entitled, “Authority of Individual Members of Congress to Conduct Oversight of the Executive Branch.”

The Senate Judiciary Committee approved Mr. Engel’s nomination on June